



BY
THE U.S.SHIP POLARIS,
UNDER COMMAND OF C.F.HALL.

1871-1873.

From observations at the Observatory at Thank God Harbor:

Observatory : Latitude 81°37'N., Longitude 61°37'W.

Variation of the compass 96° W., Dip of the Needle 84° 23'

SOUNDINGS IN FATHOMS. HEIGHTS IN FEET.

Scale of Nautical Miles



Tides in Thank God Harbor:

Corrected establishment $12^{\text{hrs}} 13^{\text{min}}$

Rise of highest tide observed above the plane of reference	8.01
Fall of lowest " " " " below " " " "	25.
Fall of mean low water spring tides below " " " "	0.71.
Rise " " " " neap " " " " above " " " "	0.58.
Mean rise and fall of tide	3.8.
" " " " " " spring tides	5.47.
" " " " " " neap " " " "	1.83.

Comparison of the tidal relations

Comparison of the tidal relations
in the several places of Baffin Bay where observations have been obtained

In the several places in northern and western Greenland there are small settlements.					
Place	Position	Convergence	Rate & Fall	Authority	
	Lat	Long	Annual	Notes	
Jullienaham	60° 30' N	40° 45' W	125.56	12 ft. / 50 ft.	By <i>Acme</i> Data Tables for 1874
Prederikshaab	60° 30' N	50° 05' W	5.53	12 ft.	—
Boisteingro	60° 36' N	53° 46' W	6.20	10 "	Captain Ingfield, 1853
Boisteingro, late	60° 36' N	53° 15' W	8.10	—	Captain Ingfield, 1854
Godhavn	60° 12' N	53° 12' W	8.10	7 "	By <i>Acme</i> Data Tables for 1874
Upernivik	72° 47' N	56° 03' W	8.10	8 "	Captain Ingfield, 1854
Wolstenholme, S.E.	76° 33' N	66° 30' W	10.38	7 "	By <i>Acme</i> Data Tables for 1874
Redoubt	78° 18' N	73° 00' W	11.14	9.0, 5.0	D'Almeida Expedition 1847/48
Thule	78° 18' N	70° 55' W	11.14	9.0, 5.0	D'Almeida Expedition 1847/48
Thule, Bay	81° 37' N	60° 32' W	12.13	15.5	Polaris Expedition 1874/75

Note

The records of the surveys made by the Expedition having been lost the chart could be constructed only from the few memoranda saved, the logbook and the recollection of the several officers and men.

The delineation of the Coast South of the new discoveries, where the several authorities (D^r Kane and Hayes and Capt Inglefield R.N.) disagree, in many places considerably has been corrected according to the observations and bearings obtained from the vessel while running through the Sound.

On the way to the Northward, in 1871, heavy but navigable drift ice and some icebergs were met, until abreast of Hall's Land the drift ice grew thicker and finally blockaded the vessel off Repulse Harbor.

On the way to the Southward, in 1872, the vessel was almost always beset by heavy ice.